

Amendments to the Specification

Please replace paragraph [0001] with the following amended paragraph:

[0001] The invention relates to a method and a device for carrying out a braking process, in order to reduce the jolt to the vehicle as a result of pitching movements when the stationary state is reached, a deceleration variable which describes the desired vehicle deceleration being reduced when the state of the vehicle during the braking process meets a first state condition, and the deceleration variable being increased again when the state of the vehicle meets a second state condition.

Please add the following new heading before paragraph [0003]:

BACKGROUND

Please replace paragraph [0003] with the following amended paragraph:

[0003] Such a method and such a device are known from EP 0 537 874 A1. During a braking process, the braking force is adjusted down to a minimum value just before the stationary state of the vehicle is reached. The first state condition is thus met by the fact that the vehicle travels at a very low speed just before the stationary state of the vehicle. For this reason, the deceleration variable – here the braking force – is reduced. As soon as the stationary state of the vehicle has been detected, which constitutes the second state condition being met, the braking force is suddenly increased in order to keep the vehicle in the stationary state. ~~Starting from the described prior art, the object of the present invention is to improve further the method and device for carrying out the braking process and to increase the comfort for the vehicle occupants.~~

Please add the following new heading before paragraph [0004]:

SUMMARY OF THE INVENTION

Please replace paragraph [0004] with the following amended paragraph:

[0004] ~~This object is achieved according to the invention by means of the features of patent claim 1 and of patent claim 6~~ The present invention provides a method for carrying out a braking process, in order to reduce the jolt to the vehicle as a result of pitching movements when the

stationary state is reached a deceleration variable (z_{soll}) which describes the desired vehicle deceleration (z_{soll}) being reduced when the driving state of the vehicle during the braking process meets a first state condition, and the deceleration variable (z_{soll}) being increased again when the driving state of the vehicle meets a second state condition. The first state condition and/or the second state condition depend on the front axle compression travel (s_{VA}) and/or the rear axle compression travel (s_{HA}). The present invention also provides a device for carrying out a braking process, in order to reduce the jolt to the vehicle as a result of pitching movements when the stationary state is reached deceleration determining means being provided for determining a deceleration variable (z_{soll}) which describes the desired vehicle deceleration (z_{soll}), said deceleration determining means reducing the deceleration variable (z_{soll}) when the driving state of the vehicle during the braking process meets a first state condition and increasing the deceleration variable (z_{soll}) again when the driving state of the vehicle meets a second state condition, characterized in that a compression travel sensor array is provided for sensing the front axle compression travel (s_{VA}) and/or rear axle compression travel (s_{HA}) and transmits a front axle compression travel signal and/or a rear axle compression travel signal for checking the first state condition and/or the second state condition to the deceleration determining means.

Please delete paragraphs [0005] and [0006].

Please amend paragraphs [0007] and [0009] as follows:

[0007] It is advantageous in one embodiment if the first state condition and/or the second state condition depend on the longitudinal velocity of the vehicle at the time of the start of the braking process. Alternatively or additionally, the first and/or second state conditions can depend on the deceleration variable. This measure ensures that the time when the deceleration variable is influenced is matched to the specific circumstances of the braking process which is occurring. As a result, a further increase in comfort is achieved.

[0009] It is also advantageous in another embodiment if the reduction in the deceleration variable when the first state condition is met is carried out in such a way that the deceleration variable has a continuous profile or a profile which can be differentiated over time. This ensures the comfort of the vehicle occupants when the deceleration variable is influenced.

Please add the following new heading before paragraph [0010]:
BRIEF DESCRIPTION OF THE DRAWINGS

Please add the following new heading before paragraph [0013]:
DETAILED DESCRIPTION

Please amend the heading on top of page 7 with the following amended heading:
~~Patent claims~~ WHAT IS CLAIMED IS: